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National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Transportation-Related Properties of Jackson, Tennessee

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Rail-Related Properties, 1857-ca. 1942
Road-Related Properties, ca. 1900-ca. 1942

C. Form Prepared by

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city or town Nashville state TN zip code 37212

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Herbert L. Harper 12/18/92
Signature and title of certifying official Date
Deputy State Historic Preservation Officer, Tennessee Historical Commission
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Patrick Andrews 2/11/93
Signature of the Keeper Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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E. Statement of Historic Contexts

Rail-Related Properties, 1857 - ca. 1942
Road-Related Properties, ca. 1900 - ca. 1942

Introduction

The Transportation-Related Properties of Jackson, Tennessee Multiple Property Nomination includes five buildings which are associated with the historical development of the city's rail and road transportation systems. Jackson (pop. 49,131) developed as a county seat and trade center for Madison County and the surrounding region. By 1850 it contained a population of over 1,000 residents and was the largest city located between Nashville and Memphis. Jackson's large population and central location in West Tennessee made it a natural hub for transportation. By the 1850s, roads connected Jackson with Lexington, Bolivar, Brownsville, Humboldt, and beyond to Memphis and Nashville.

Jackson's prominence as a major crossroads in west Tennessee made it a natural terminus and connecting point for railroads in the 19th century. The earliest railroad built to the city was the construction of the Mississippi Central and Tennessee Railroad and the Mobile and Ohio Railroad in 1857. This railroad construction made Jackson one of the most important rail centers in the state and directly affected its economy. The railroad brought increased trade opportunities to the city and a number of industries were built adjacent to the right-of-way. Between 1850 and 1880 the city's population rose from just over 1,000 to 5,377 residents and between 1880 and 1890 the city's population doubled to 10,039. In addition to increased business opportunities, the railroads also provided employment for hundreds of workers in the Jackson repair and maintenance shops.

Jackson continued to record steady growth throughout the early 20th century as it continued its dominance as the most prominent community in West Tennessee excepting Memphis. With the rising popularity of automobiles Jackson became the hub to two U.S. highways and several state highways by the 1930s. U.S. 70 through Jackson was the main route from Nashville to Memphis and U.S. 45 was the major north/south highway through west Tennessee connecting with Illinois and Mississippi.

Jackson's prominence as a rail and road center led to the construction of numerous transportation-related buildings, five of which are included in this nomination. These properties are located in and around the downtown area of

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Jackson adjacent to major streets and railroad right-of-ways. No transportation-related property is presently listed on the National Register in Jackson. The home of famed railroad engineer Casey Jones was listed in 1972, however, this property was later moved to a new site and removed from the National Register due to the loss of integrity.

The period of significance for Rail-Related properties begins with the earliest arrival of railroads in Jackson. The period of significance for the Road-Related properties begins when automobiles began transforming the city's transportation system. These properties continued to have historical significance into the mid-20th century and no more specific date can be defined to end the historic period than the fifty year limit.

Rail-Related Properties, 1857 - ca. 1942

The construction of railroad lines through Jackson had a major impact on its growth and development in the 19th and early 20th centuries. Rail construction in Tennessee was promoted throughout the 1830s and 1840s with the legislature chartering a number of railroads. The first railroad line completed into the state was the completion of the Western and Atlantic Railroad from Atlanta to Chattanooga in 1849. The first major railroad completed within the state was the Nashville and Chattanooga Railroad constructed in 1854. Numerous other railroads were promoted throughout the state including the Mississippi Central and Tennessee in west Tennessee.

In 1853, a charter was granted for the construction of the Mississippi Central and Tennessee Railroad from Grand Junction, Tennessee to Jackson. The railroad was first extended to Bolivar and by 1857 the tracks were built to Jackson. Over 4,000 persons attended the ceremony signifying the completion of the railroad into the city. This rail line was constructed along the western edge of the city and built its depot and machine shops just south of Sycamore Street. The Mobile and Ohio Railroad was also constructed north from Alabama and it too reached Jackson in 1857. The Mobile and Ohio Railroad ran its line to the east of downtown and built its depot and machine shops on the east side of town past Royal Street. No buildings or structures associated with the M & O depot and machine shops remain standing.

Although both railroads were heavily damaged during the Civil War, the Mississippi Central rebuilt its tracks and resumed operations to Jackson in 1866. Operation of the Mobile and Ohio also resumed soon after the war. The 1872 map of Jackson shows the routes of the two railroad lines through the city. To the west of the downtown area was the Mississippi Central right-

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of-way with the depot and machine shops located just south of Sycamore Street. One block east of Royal Street was the right-of-way of the Mobile and Ohio Railroad. Both their machine shops and depot were located east of Royal Street but were demolished in the 20th century.

Expansion of the Mississippi Central Railroad occurred in 1874 with the completion of a branch line to Cairo, Illinois. The machine shops at Jackson were rendered inadequate by this expansion and new shops were opened with a great celebration in 1880. The large brick building which housed the machine shops was the site of a banquet and ball attended by Jackson's leading citizens. Rail promotion continued in the 1880s with the completion of the Tennessee Midland Railroad connecting Memphis and Jackson in June of 1888. This railroad extended along the southern edge of the city and upon its completion the downtown area and much of the residential section of the city was completely encircled by railroad lines.

The Mississippi Central Railroad was consolidated with other lines over the next several decades and by the 1890s was merged into the Illinois Central Railroad system. The Tennessee Midland Railroad was purchased in 1895 by the Louisville and Nashville Railroad (L&N) which in turn leased the line to the Nashville, Chattanooga, and St. Louis Railroad (NC&STL). The NC&STL constructed a new passenger depot on S. Royal Street in 1907 and was the major connecting route to Memphis and Nashville.

The Illinois Central and the Mobile and Ohio Railroads entered into an agreement to build a passenger depot which was to be used by both companies. Union Depot on Depot Street was built in the 1880s and this brick depot was used until the early 20th century. The Illinois Central continued to have a strong presence in Jackson until World War II. The company's round house and shops occupied a large area just south of W. Sycamore Street. This complex of buildings included the two-story freight depot at the end of Banks Avenue and the one-story lower depot building at the junction of the tracks and W. Sycamore Street. The depot was razed around 1920 for the construction of the railroad's Division Office. This building contained the local offices of the railroad and also served as a communications and command station to direct rail traffic through the yards. After World War II the round house and other buildings were razed and the line was taken over by the Norfolk Southern Railroad. The Illinois Central Railroad Division Office Building is the only building associated with this railroad which stands in Jackson.

By the 1920s the Mobile and Ohio Railroad shops west of Mobile Avenue were abandoned and were eventually razed. The Union Depot remained in operation

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for a number of years but it too was abandoned and razed. The NC&STL Railroad merged with the Louisville and Nashville Railroad in 1957 and the passenger depot became known as the L&N depot. In 1978, the Seaboard Line took over the L&N which in turn became part of the CSX Railroad. Although passenger traffic ceased in the 1970s the depot remained open as offices until 1985. The building continues to remain vacant, however, the city of Jackson is presently negotiating with CSX to purchase and restore the building.

In addition to the properties directly owned or operated by the railroad companies other businesses were also created which relied upon the railroads. One of the most visible of these was the construction of hotels adjacent to the passenger depots to cater to rail travelers. These railroad hotels were built to provide overnight lodgings to the thousands of visitors, salesmen, and businessmen who annually passed through or had business in Jackson. Early railroad hotels built in Jackson included the Union and Capitol Hotels which were built in the 1890s and located near the Union Depot. Both of these hotel buildings catered to passengers arriving and leaving from the Union Depot on the Illinois Central and Mobile and Ohio lines. In recent decades both of these hotel buildings have been razed.

The construction of a new passenger depot by the NC&STL Railroad in 1907 led to the private construction of the Neely House Hotel across the street. South Royal Street was one of the city's main streets and the Neely family operated a frame hotel near the railroad during the early 1900s. The construction of the depot greatly added to the hotel's business and to take advantage of this increased trade the original hotel was razed and a modern, two-story brick hotel was completed in 1911. This hotel, known as the Neely House, became the only railroad hotel in the vicinity of the NC&STL depot. The hotel catered to rail travelers until passenger traffic waned after World War II. Now known as the Murphy Hotel, the building is the only remaining railroad hotel left in Jackson.

After World War II the railroad companies consolidated their operations and shops. It was hoped that some operations would remain in Jackson, however, the railroad companies decided to move these facilities to larger cities such as Nashville. Both the Illinois Central and the Mobile and Ohio Railroads ceased operation of their machine shops and roundhouses and all of these buildings were razed. Passenger traffic also declined substantially and during the 1960s and 1970s both passenger depots were closed to traffic. Union Depot was razed and the NC&STL depot was converted to storage and offices. Today, all three rail lines in the city continue to be used for freight traffic but other operations have been discontinued. The Illinois

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Central closed its Division Office and sold its building in 1985.

Few buildings remain which document the importance of the railroads in Jackson's history but their influence on the growth and development of the city was enormous. In her book Historic Madison, historian Emma Williams stated that "The railroads have been the life line of the community; they have meant the growth of the community." Jackson's remaining rail-related properties are reminders of the important role the railroad played in the city's history.

Road-Related Properties, ca. 1900 - ca. 1942

Prior to the arrival of the railroads, transportation in Jackson relied upon animal and pedestrian traffic on the street's dirt roads. Stagecoaches regularly passed through Jackson on their way to Memphis, Nashville, and other destinations. Although several early hotels and inns served as stagecoach stops in Jackson before the Civil War none remain standing.

Following the Civil War, Jackson entered into several decades of rapid growth as it became a hub for railroad activity and industry. As the city grew there were several efforts to improve roads and the transportation system within the city. Jackson had a mule-drawn street car line developed in 1888 by the Jackson and Suburban Street Railway Company. This company's lines ran down Main and Royal Streets to Union Depot and down Shannon and Sycamore Streets to the lower Illinois Central Depot. In 1897, the mule-drawn cars were electrified and changed to a modern trolley line. The trolley line was purchased in 1906 by new investors in the Jackson Railway and Light Company. The electric trolley lines remained in operation until after World War II. The streetcar lines were later removed or covered with modern paving materials and no buildings or structures associated with the trolley operation have been identified.

The popularity of automobiles greatly increased after 1900 throughout the country and Tennessee. By 1910, some 200,000 automobiles were registered in the country and their popularity led to the creation of the Tennessee Highway Commission in 1907. There were six million cars in the country by 1920 and this number increased to twenty-three million in 1930. The need for all weather roads in Tennessee grew steadily throughout these decades and in 1913 counties were permitted to issue bonds for highway construction. Jackson's location in the middle of west Tennessee led it to become a hub for paved roads built by federal, state, and county funds.

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In addition to assuming prominence as a highway crossroads in the early 20th century, Jackson also had the distinction of launching its own automobile company. Engineers with Jackson's largest industry, the Southern Engine and Boiler Works, created and marketed an automobile they originally called the "Southerner." This automobile was manufactured in Jackson from 1907 to 1910 when the operation moved to Nashville. Renamed the "Marathon," over 5,000 automobiles were produced with parts provided by the Southern Engine and Boiler Works until the production of the cars ceased in 1914. The Marathon was the only mass produced automobile manufactured in the South until recent years. The majority of buildings which comprised the Southern Engine and Boiler Works complex remain standing and are significant through their association with production of the Marathon automobile.

By 1920, Jackson's population had increased to 18,860 residents and it remained the major city of west Tennessee exclusive of Memphis. Two U.S. highways were built through Jackson during the 1920s, the east-west U.S. 70 known as the "Broadway of America" and U.S. 45 which connected the Great Lakes with the Gulf of Mexico. U.S Highway 412 was later added connecting Jackson with Dyersburg to the northwest and Lexington to the east. State road construction increased dramatically under progressive Governor Austin Peay during this decade and State Highways 1 and 18 were built to Jackson.

During the mid-1920s Jackson boosters called their community the "Hub City of West Tennessee" in recognition of its prominence as a rail and road center. With the increase in automobile traffic through Jackson the need to provide services to automobiles and travelers increased as well. Numerous motels and tourist courts were built on the major highways leading into the city along with service stations and garages. Several of these buildings constructed in the 1920s and 1930s remain standing and are associated with highway transportation of the period.

As the crossroads for several major U.S. highways, Jackson was a center for bus line operations. The Greyhound line and several smaller companies ran dozens of busses through the city each day by the mid-1920s. The large amount of bus traffic which passed through the city led to a need for a modern bus terminal. In 1938, local businessman Lawrence Taylor entered into an agreement with the Greyhound Bus Company to construct a modern terminal on Main Street east of the public square. Completed in December, the Greyhound Bus Depot was designed in the streamlined Art Moderne style. The building has continued to serve as the major bus terminal in the city since its construction.

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Jackson remained a center for bus and automobile traffic through the 1950s and 1960s. In 1959, the city listed some 42 busses belonging to the Greyhound, Trailways, and other bus companies departing daily from the city. During the early 1960s, Interstate 40 was completed north of the city and drew much of the traffic away from U.S. 70. A new bypass for U.S. 45 was built west of the city which also drew away much of the traffic which had previously gone through the downtown area. Four interchanges were built at the interstate around which new motels and service stations were constructed. These new road improvements and businesses led to a decline in business for motels and service stations along the older U.S. Highway routes and many closed over the next several decade. The highways connecting downtown with the Interstate evolved into the "strip" development common in many communities and some of the early automobile businesses along these routes were razed and replaced with modern structures.

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F. Associated Property Types

1. Rail-Related Properties, 1857 - ca. 1942
2. Road-Related Properties, ca. 1900 - ca. 1942

1. Rail-Related Properties, 1857 - ca. 1942

Description

Rail-Related properties in Jackson may include commercial, industrial, public, and residential buildings and structures directly associated with the railroads in the city. These properties may reflect both high style and vernacular architectural forms built during the period of significance. Rail-Related properties will be associated with the construction and operation of the railroads in Jackson; be associated with individuals significant in their development and operation; or owe their existence to the railroad's operation. Such properties may include residences of railroad workers or officers of the companies, passenger or freight depots, railroad hotels, and office and service buildings. These buildings are likely to be located adjacent to the railroad right-of-ways and are connected by associative values rather than through common physical characteristics.

Significance

Rail-Related properties built during the period of significance may be significant under criteria A, B, or C. Properties may be significant under criterion A for transportation if they are associated with railroad development or operation or were built as a direct result of the railroad's operation. Properties may be significant under criterion B if they were associated with persons significant in the development and operations of railroads in Jackson. Jackson was the home to five railroad company presidents, however, survey efforts to date have yet to identify any properties associated with these individuals. Properties may be significant under criterion C for architecture if they have associations with the railroad and possess particular significance in architectural design or form, display standardized forms of the period, and/or retain much of their original design.

Rail-Related Properties identified in this nomination are significant primarily under criteria A. The Illinois Central Railroad Division Office and the NC&STL Passenger Depot are the only extant properties built by the railroad companies for their operations in Jackson. The Murphy Hotel is the

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only extant railroad hotel of those built during the late 19th and early 20th century. The Murphy Hotel is also significant under criteria C as a notable example of the Neo-Classical style and for its intact architectural features.

Registration Requirements

In order to be eligible for listing, Rail-Related properties must have been built or evolved directly or indirectly from the development and operations of the railroads during the period of significance. Properties must retain their original exterior form, design, materials, and workmanship and must not have been altered to the extent where the original feeling, association, and setting is no longer extant. Additions to these properties are acceptable as long as they are located on a rear or secondary facade and do not result in the loss of the original feeling, association, and setting of the property. Interiors must also retain sufficient detailing, layout, design, and materials to evoke their period of significance. Rail-Related properties were built along or adjacent to the railroad right-of-ways and properties must retain integrity of location, setting, feeling, and association.

2. Road-Related Properties, ca. 1900 - ca. 1942

Description

Road-Related properties in Jackson may include commercial, industrial, public, and residential buildings and structures directly associated with the promotion of the road-related transportation and the development of the city's street and highway system. These properties may reflect both high style and vernacular architectural forms built during the period of significance. Road-Related properties will be associated with the development and promotion of road-related transportation; development and promotion of the automobile industry; road construction and maintenance; businesses which were built by or owe their existence to road-related transportation; and individuals significant in the promotion and construction of road-related transportation. Such properties may include highway maintenance shops, gas stations, bus terminals, garages, and bridges. By definition these properties will be located along streets and highways and be accessible by vehicular transportation. These properties will have associative values rather than common physical characteristics.

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G. Geographical Data

The city limits of Jackson, Tennessee.

H. Summary of Identification and Evaluation Methods

The multiple property listing of Transportation-Related Properties of Jackson, Tennessee is based upon a 1986-87 architectural and historical inventory of the Jackson city limits. This inventory was completed by representatives of the Tennessee Historical Commission (THC) through a matching grant funded by the City of Jackson and the THC. The inventory identified 4,200 properties which were built prior to 1940. All streets and roads in the city limits were driven by the surveyors and THC forms were completed for each eligible property. Photographs were taken of each property and mapping was completed for each resource.

Jackson's heritage as a transportation center made recognition and listing of related properties a priority. The survey recommended the funding of a multiple property nomination to the National Register. Due to budgetary constraints this nomination was not funded until 1991 and the scope of the nomination was limited to five properties. Further analysis may identify additional transportation-related properties which meet registration requirements.

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